


 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DEN03LA029		Aircraft Registration Number: N1592W	
		Occurrence Date: 12/28/2002		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Durango	State CO	Zip Code 81301	Local Time 1450	Time Zone MST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Beech		Model/Series F33A		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On December 28, 2002, at 1450 mountain standard time, a Beech F33A, N1592W, piloted by a private pilot, sustained substantial damage during a wheels up landing at the Durango/La Plata County Airport (DRO), Durango, Colorado. Visual meteorological conditions prevailed at the time of the accident. The personal, cross-country flight from Borger, Texas, to Durango, Colorado, was being conducted under the provisions of Title 14 CFR Part 91 without a flight plan. The pilot and two passengers on board the airplane reported no injuries. The flight originated at 1320 central standard time.</p> <p>In his written statement, the pilot said he made a crosswind approach for runway 02. He said he entered a gradual climb to slow his airplane down enough to lower the landing gear, and then hit the gear switch thinking he had engaged it. The pilot said he turned downwind until the other traffic was clear, and then turned subsequently on to base and final. The pilot said on final he lowered full flaps. He said he did not realize there was a problem until he struck the runway. The pilot said the airplane is equipped with a landing gear warning horn that goes off when the airplane slows sufficiently and the gear is not down. He said the horn did not go off.</p> <p>An examination of the airplane showed the bottom fuselage skin beneath the cabin area and the nose gear doors scraped aft longitudinally. The bottom fuselage skin between the wing roots, beginning at the leading edges and running rearward to the trailing edges of the flaps, was buckled and pushed upward slightly. The lower portions of the bulkheads in this area were buckled. The inboard trailing edges of the left and right flaps were split open, bent, and buckled. Both propeller blades were bent aft and curled at the tips, and showed torsional bending and chordwise scrapes. The airplane's landing gear was confirmed in the up and locked position. Flight control continuity was confirmed. An examination of the airplane's engine, engine controls, and other systems revealed no anomalies.</p> <p>The Normal Procedures Section of the Beechcraft F33A Pilot's Operating Handbook, under "Before Landing" states in item 4, "Landing Gear - Down and Check. (Observe maximum extension speed)"</p> <p>The Systems Description Section of the Pilot's Operating Handbook, under "Warning Horn" states, "With the landing gear retracted, if the throttle is retarded below approximately 12 in. Hg (inches-Mercury) manifold pressure, a warning horn will sound intermittently."</p>					
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Landing Facility/Approach Information						
Airport Name Durango/La Plata County Arpt.		Airport ID: DRO	Airport Elevation 6885 Ft. MSL	Runway Used 02	Runway Length 9201	Runway Width 150
Runway Surface Type: Asphalt						
Runway Surface Condition: Dry						
Type Instrument Approach: NONE						
VFR Approach/Landing: Full Stop; Traffic Pattern						
Aircraft Information						
Aircraft Manufacturer Beech		Model/Series F33A		Serial Number CE-838		
Airworthiness Certificate(s): Utility						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 5	Certified Max Gross Wt. 3400 LBS	Number of Engines: 1		
Engine Type: Reciprocating		Engine Manufacturer: Continental	Model/Series: IO-520-BB	Rated Power: 285 HP		
- Aircraft Inspection Information						
Type of Last Inspection Annual		Date of Last Inspection 10/2002	Time Since Last Inspection 30 Hours	Airframe Total Time 5370 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information						
Registered Aircraft Owner Joseph Anderson & Robert Dunavant		Street Address 16170 Highway 18 South				
		City Bolivar	State TN	Zip Code 38008		
Operator of Aircraft Robert W. Dunavant		Street Address 1540 Nuckolls Road				
		City Bolivat	State TN	Zip Code 38008		
Operator Does Business As:			Operator Designator Code:			
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						
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First Pilot Information																																																																																						
Name			City		State	Date of Birth	Age																																																																															
On File			On File		On File	On File	53																																																																															
Sex: M	Seat Occupied: Left		Principal Profession: Business			Certificate Number: On File																																																																																
Certificate(s): Private																																																																																						
Airplane Rating(s): Single-engine Land																																																																																						
Rotorcraft/Glider/LTA: None																																																																																						
Instrument Rating(s): None																																																																																						
Instructor Rating(s): None																																																																																						
Type Rating/Endorsement for Accident/Incident Aircraft? No					Current Biennial Flight Review? 12/2002																																																																																	
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--w/ waivers/lim.			Date of Last Medical Exam: 08/2001																																																																																	
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>1871</td> <td>1161</td> <td>1871</td> <td></td> <td>500</td> <td>288</td> <td>62</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>1765</td> <td>1144</td> <td>1765</td> <td></td> <td>500</td> <td>288</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>16</td> <td>16</td> <td>16</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>10</td> <td>10</td> <td>10</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>8</td> <td>8</td> <td>8</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	1871	1161	1871		500	288	62				Pilot In Command(PIC)	1765	1144	1765		500	288					Instructor											Last 90 Days	16	16	16								Last 30 Days	10	10	10								Last 24 Hours	8	8	8							
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot? No																																																																															
Flight Plan/Itinerary																																																																																						
Type of Flight Plan Filed: None																																																																																						
Departure Point		State		Airport Identifier		Departure Time		Time Zone																																																																														
Borger		TX		BGD		1320		CST																																																																														
Destination		State		Airport Identifier																																																																																		
Same as Accident/Incident Location				DRO																																																																																		
Type of Clearance: None																																																																																						
Type of Airspace: Class D																																																																																						
Weather Information																																																																																						
Source of Briefing: No record of briefing																																																																																						
Method of Briefing: Unknown																																																																																						


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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
DRO	1450	MST	6685 Ft. MSL	1 NM	20 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.20 "Hg
Temperature: 2 °C	Dew Point: -8 °C	Wind Direction: 40		Density Altitude: 6456 Ft.	
Wind Speed: 7	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				2	2
- TOTAL ABOARD -				3	3
Other Ground					
- GRAND TOTAL -				3	3

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Administrative Information		
<p>Investigator-In-Charge (IIC)</p> <p>David C. Bowling</p>		
<p>Additional Persons Participating in This Accident/Incident Investigation:</p> <p>Bryan W Neville Air Safety Inspector Federal Aviation Administration Salt Lake City, UT 84116</p>		
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